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CALLS FOR INCREASED RR EFFICIENCY, FULL UTILIZATION OF LOCOMOTIVES

SAYS RAILROADS MUST UTILIZE ALL RESERVES -- Warsaw Trybuna Ludu, 22 May 50

The railroads must be prepared to handle the great increase in freight and passenger traffic resulting from increased production, employment, and the building of new factories in the period of the Six-Year Plan. All reserves and all services of the Polish State Railroads must be mobilized to assure the success of the Six-Year Plan.

The 1950 plan provides for an 8.6-percent increase in freight transport. This will require adequate rolling stock, increased circulation of freight cars, and a shorter turnaround time for freight cars.

A reduction of 5 hours in the turnaround time of freight cars is planned. As compared to the reduction achieved by the Three-Year Plan -- 3.6 days over 1946 and 1.2 days over 1938 -- the planned reduction seems small.

Only 16 percent of turnaround time is actual travel time. About 51 percent is spent in division points, 22 percent in servicing points, and 11 percent in loading operations.

A system patterned on the so-called Soviet long-haul routing system has already been adopted in Poland by the Katowice Regional Administration of the State Railroads. Trains of coal cars routed in the same direction were formed, relieving the work pressure in division points and shortening the stops of freight trains.

Stops at servicing points and loading time must be reduced, including needless stops of passenger trains. According to the 1950 plan passenger traffic will increase 10.7 percent.

The chief engineers are striving to attain a goal of 500 kilometers per day per locomotive.

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A resolution passed by the Economic Committee of the Council of Ministers requires shippers to use a certain number of freight cars for specified industries each month to eliminate idle time of freight cars for lack of shipments, and to avoid recurrence of the situation existing in the first quarter 1949, when car loadings were only 37 percent of October 1948 loadings.

The 1950 plan estimates a 2.3-percent increase in freight-car loading capacity. The strict regulations which limited loading as a rule to 5 percent less than full capacity have been revoked. Tests prove that certain types of freight can be loaded to full freight-car capacity.

The plan can be achieved only by full utilization of locomotives. According to the 1950 plan, the total number of locomotives will be reduced by 3 percent as compared with 1949, but locomotives in perfect condition will increase by one percent and locomotives in operation by 25 percent. Introduction of work competition has already increased the length of the run between cleaning of boilers and periodic repairs.

To reduce periodic repairs, a locomotive must be in perfect condition when it leaves the shop after a general overhauling. Frequently locomotives break down soon after they have left the repair shops. Repair shops must be modernized. To date, technological processes for repair shops have not been worked out, factory cards and specialization have not been introduced, and assembly-line methods are rarely used. The number of man-hours in repairs can be reduced and a saving in material effected by improving the repair service system.

It is proposed that a special Repair Shop Administration be created to modernize the repair service and to create a permanent basis for the development of work competition and rationalization.

The road and electrotechnical service crews must strive to achieve their goal in general repairs ahead of schedule before traffic increases in the fall.

All stock piles must be utilized and new norms established and strictly followed.

A new accounting system introduced this year by the Polish State Railroads will reduce operating costs by a strict control of expenses during the period of the Six-Year Plan.

In 1949, freight traffic was on schedule 73 percent of the time and passenger traffic 96 percent, a poorer record than for 1948. This indicates a lack of discipline among railroad employees, a fact which was also responsible for increased accidents and waste of materials.

The planned increase in work productibity for 1950 is 4.9 percent.

PRODUCE DIESEL ENGINE PART -- Warsaw Express Wieczorny, 24 May 50

Two technicians of the Transport and Equipment Division of Beton-Stal recently designed and constructed a part for the jet pump of the Diesel engine assembly which was in short supply on the domestic market.

The imported part costs 12,000 zlotys, while the part constructed by the Beton-Stal technicians can be produced for half that price. Mass production of the part will start soon.

TO PRODUCE SCREWTHREAD DIES -- Poznan Glos Wielkopolski, 4 Jul 50

Two workers at the State Railroad Signal Factory in Krakow have constructed a machine for the manufacture of screw thread dies which up to now have been imported.

INTRODUCE SOVIET PRODUCT -- Warsaw Slowo Powszechne, 5 Jul 50

The Soviet chemical product Sodafos is now widely used by Polish railroads. The new chemical mixed with water reduces the amount of lime and sediment deposited on boiler walls, and permits the locomotive to be operated for longer runs without flushing the boiler. Ordinarily, boilers have to be flushed after a run of about 2,000 kilometers.

RUN LOCOMOTIVE WITHOUT REPAIRS -- Bydgoszcz Gazeta Pomorska, 10 Jul 50

The Ty 246-19 locomotive from the Bydgoszcz-Wschod roundhouse ran 50,000 kilometers without repairs and without having its boiler flushed. This is the first freight locomotive in Poland to attain such a record.

LOCOMOTIVE ENGINEERS COMPETE -- Warsaw Rzeczpospolita, 24 May 50

The crews of the PT 47-131 and PT 47-132 locomotives of the Kutno roundhouse pledged to run the locomotives 120,000 kilometers at the rate of 510 kilometers per day without cleaning the boilers or making periodic repairs.

The two locomotives run on the Kutno-Poznan and Kutno-Malaszewice lines.

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